

## Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 FAA-00 DOTE-00 OES-03 NASA-01

CAB-02 SS-15 H-02 NSC-05 L-03 COME-00 CIAE-00 INR-07

NSAE-00 /058 R

DRAFTED BY EB/OA/AVP:SCKEITER:JO  
APPROVED BY EB/TT:JWBILLER, ACTING  
EUR/WE:EJBEIGEL H:PSTAHNKE  
EUR/NE:NACHILLES S/S:REWOODS  
FAA/AIA:JSHAFFER C:JDOBBINS  
DOT/OST:PLARSEN  
OES/EN:PIGLASOE EB/AVP:JKGORDON  
NASA:JKING CAB:HPARROTT (SUBS)  
NASA:DWILLIAMS EB/AN:JBMAGNOR  
EB:CHAND EB/OA:AJWHITE,ACTING

----- 076807

R 290045Z JAN 76

FM SECSTATE WASHDC

TO AMEMBASSY PARIS

INFO AMEMBASSY LONDON

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E.O. 11652: N/A

TAGS: EAIR, SENV, UK, FR, US

SUBJECT: CIVAIR - CONCORDE

REF : PARIS 1694

1. FOLLOWING IS REQUESTED GUIDANCE:

(A) WE UNDERSTAND SENATOR WEICKER, MEMBER OF AVIATION  
SUBCOMMITTEE, INTENDS INTRODUCE RIDER TO AIRPORT AND  
AIRWAYS DEVELOPMENT BILL WHICH WOULD AMEND FEDERAL  
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AVIATION ACT TO PERMANENTLY BAR ALL SSTs FROM LANDING

AT ALL U.S. AIRPORTS. SENATOR BEALL (R-MD.), ALSO ON SUBCOMMITTEE, HAS ANNOUNCED SIMILAR INTENTION IN FLYER TO HIS CONSTITUENTS. NEVERTHELESS, PRESENT INDICATIONS ARE THAT BILL WILL REACH SENATE FLOOR WITHOUT AN ANTI-CONCORDE AMENDMENT. WEICKER SAYS THAT IN THAT CASE HE WOULD REINTRODUCE HIS AMENDMENT ON SENATE FLOOR, AND OUTCOME THERE IS UNCERTAIN.

BILL VERY UNLIKELY REACH PRESIDENT'S DESK BEFORE EARLY MARCH, AT EARLIEST. CURRENT PLAN OF SUBCOMMITTEE IS TO DELAY ANY FURTHER MARK-UP UNTIL AFTER COLEMAN DECISION, AND SENATE WILL BE IN RECESS FEB 6-16. EVEN AFTER SENATE PASSAGE, DIFFERING HOUSE AND SENATE

VERSIONS WILL REQUIRE THAT BILL GO TO CONFERENCE.

(B) (COPY OF SPACE SHUTTLE EIS WILL BE POUCHED TO BOTH ADDRESSEES. NASA ASKS THAT PAT MURPHY, NASA EUROPEAN REPRESENTATIVE, BE INCLUDED IN COORDINATION ON REPLIES TO ANY QUESTIONS RE SHUTTLE.) SPACE SHUTTLE WILL NOT OVERFLY U.S. AT SUPERSONIC SPEEDS WITHIN ATMOSPHERE; IT WILL APPROACH AND TAKE OFF OVER WATER. SHUTTLE PORTS ON BOTH COASTS HAVE BEEN CAREFULLY SELECTED TO MINIMIZE ANY REMAINING SONIC BOOM EFFECTS. THUS SHUTTLE, WHILE A PUBLIC AIRCRAFT, IF INDEED IT IS AN AIRCRAFT AT ALL, (SEE SEC. 101(5) AND (30) OF FEDERAL AVIATION ACT), WILL RESPECT BAN ON SUPERSONIC FLIGHT OVER U.S.

(C) PAST SPACE SHOTS, PRESUMABLY BECAUSE OF THEIR INFREQUENCY, HAVE HAD NO REPEAT NO PERCEPTIBLE EFFECT ON THE STRATOSPHERE. ONLY ANTICIPATED STRATOSPHERIC EFFECT OF SPACE SHUTTLE, WHICH IS EXPECTED TO OPERATE ABOUT ONCE EVERY TWO WEEKS, IS VERY SMALL, GRADUAL DECLINE IN OZONE LAYER, REACHING TOTAL DECLINE OF 15 HUNDREDTHS OF ONE PERCENT IN YEAR 2000 AND STABILIZING AT THAT LEVEL. NASA HAS PROMISED TO CHANGE SHUTTLE'S FUEL MIXTURE IF THIS PREDICTION SHOULD PROVE OVER-OPTIMISTIC. (EMBASSY HAS PERHAPS ALREADY NOTED PG. VI-121 OF CONCORDE EIS, WHICH COMPARES EFFECTS OF CONCORDE AND THOSE OF MILITARY FLIGHTS.)  
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(D) UNDER CONDITIONS YOU ASSUME, I.E., HOUSE BAN AND NEGATIVE COLEMAN DECISION, SPECIAL FLIGHT TO DULLES, OR ANDREWS AIR FORCE BASE, COULD STILL BE APPROVED. NORMAL DIPLOMATIC CLEARANCE AND PERHAPS CAB APPROVAL WOULD BE REQUIRED. TO ADVISE FRENCH ON DETAILS OF PROCEDURE WE WOULD NEED KNOW WHICH CONCORDE THEY ANTICIPATE USING, ITS OWNERSHIP, TO WHAT ORGANIZATION

CREW WOULD BELONG, AND ARRANGEMENTS UNDER WHICH FLIGHT  
WOULD TAKE PLACE, E.G. CHARTER OR WET LEASE.

2. INCIDENTALLY, NASA, IN COMMENTARY ON FORTHCOMING  
COLEMAN DECISION, HAS RECOMMENDED APPROVAL, AT LEAST  
FOR PERIOD OF STUDY. NASA ARGUES THAT ENVIRONMENTAL  
IMPACT OF CURRENT PROPOSAL (SIX FLIGHTS PER DAY) IS  
MINIMAL. KISSINGER

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## Message Attributes

**Automatic Decaptioning:** X  
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**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** STANDARDS, COMMERCIAL AIRCRAFT, POLLUTION CONTROL, CONCORDE, SUPERSONIC AIRCRAFT  
**Control Number:** n/a  
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**Draft Date:** 29 JAN 1976  
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**Disposition Approved on Date:**  
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**Disposition Case Number:** n/a  
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